



Number Five

Charles Street Byway Management Plan

Protecting and Promoting the Unique Qualities of the Charles Street Corridor

Traveling along the Byway

There are fourteen requirements for corridor management plans that must be met for a scenic road to be designated as a National Scenic Byway. Of the fourteen, four are specific to traveling along the Byway:

- A general review of the road's or highway's safety and accident record to identify any correctable faults in highway design, maintenance, or operation.
- A plan to accommodate commerce while maintaining a safe and efficient level of highway service, including convenient user facilities.
- A signage plan that demonstrates how the State (and City) will insure and make the number and placement of signs more supportive of the visitor experience.
- A discussion of design standards relating to any proposed modification of the roadway. This discussion should include an evaluation of how the proposed changes may affect on the intrinsic qualities of the byway corridor.

Charles Street has benefitted from a series of streetscape projects throughout the downtown and Mt. Vernon areas, including pedestrian oriented wayfinding. The City and the neighborhoods around Johns Hopkins recently agreed on a concept for streetscape and safety improvements between 25th and University Avenue. A streetscape project was also initiated at Woodbrook. The Charles Street Development Corporation has proposed a "circular system" to connect the Inner Harbor with various destinations along Charles Street.

Additional work is now needed to extend these efforts to other parts of the Byway to: 1) create a safe, clean, walkable, and pedestrian friendly environment along its entire length; 2) make it easier and safer to travel the Byway by bicycle; and, 3) make it easier and safer to find your way along the Byway by automobile by improving signage, wayfinding, and the visual identity of Charles Street. This planning effort is an excellent opportunity to make Charles Street the most "multi-modal" byway in the country.

Preliminary Strategies

The attached table identifies a preliminary list of transportation strategies designed to achieve both a safe and attractive route for visitors and residents alike. The following key projects are included in the strategies:

- Establish well signed and intuitive routes to access and travel along the Byway by all modes of travel;
- Establish easily identifiable gateways and "urban trailheads" in South Baltimore, the Inner Harbor, Mt. Vernon, Penn Station, and at I-695/ Lutherville;
- Establish a continuous, lighted, sidewalk along both sides of the entire length of Charles Street;
- Reestablish a continuous bicycle route along or parallel to Charles Street;
- Improve the safety of left turns north of University through the introduction of new landscaped medians and protected turn lanes.



Providing more space for pedestrians and bicycles while preserving the green edge along the northern part of Charles Street (top) is one of the biggest challenges for the byway effort. Providing a landscaped median for protected left turns and as a pedestrian refuge halfway across Charles is also a critical need, especially in the vicinity of the schools and institutions north of University Avenue (middle). Adjustments also need to be made at the Charles and St. Paul one-way split to make it easier to follow the route (bottom).

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